

Weekly Intelligencer.

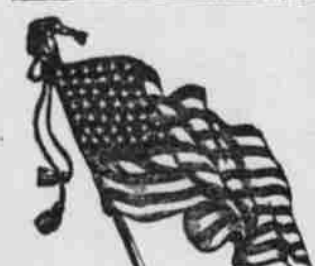
L. W. GROVES,
Editor and Publisher.

TERMS: \$1.00 A YEAR

1901 JANUARY 1901

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A great many of our subscriptions expire about January 1, and many have expired. We will take it as a favor if you will renew at your earliest convenience.



THE SEPARATE COACH LAW.

At least one bill has been introduced in the legislature that a majority of the people of Lafayette county, and we believe of Missouri, would be glad to see become a law. It provides that the railroad companies shall provide separate coaches for the whites and negroes.

Such a law is in force in several southern states and has proven very satisfactory. Though it may appear to be a discrimination between the races, and undoubtedly is, we believe it to be a wise and just discrimination. One that has as much good in it for the negro as for the white man. As a police measure it will tend to prevent any friction or disturbance because of unavoidable crowding of the two races in traveling and guarantee a better feeling. There can be nothing urged against such a law, except by the railroad companies on account of expense, and there are many things in its favor.

All the arguments that can be produced will not eliminate race prejudice, and the more you can keep them apart the better it will be for both, especially the weaker race. By all means let us have separate coaches in Missouri.

New Substitute for Coal.

It may be that we will not long be slaves to the "coal barons," after all. We may burn earth and oil. A company has been formed to make this possible, and is about to begin operations in the United States. It is already at work in Germany with much success.

This company makes what are called "brickets." They are brick shaped substances, composed of coal oil and carbonaceous earth, so mixed that the oil burns freely and the earth does not interfere, but merely holds the oil in convenient form. Shavings and sawdust are also mixed with the oil and earth, the proportions being graded to form the different sorts of fuel required, as slow burning, very hot, etc.

The new fuel is said to be as convenient as any one could wish. In its present form of bricks it can be packed away closely; there is no danger either of explosion or spontaneous combustion, and the great heat is cheap. Best of all, it makes a great fuel, with no smoke, no refuse and no disagreeable odor.

Will the coal problem, the smoke problem and the price-of-living problem all be solved thus?

A member of the Kansas legislature introduced a bill authorizing counties of less than 40,000 inhabitants to construct and operate a telephone system. This is a step in the right direction, and the day is not far distant when the telephone and telegraph will both be a part of the government mail service as they should be.

A great number of people are waiting for Governor Dockery to shake the plum tree and a majority of them will feel worse after the shaking.

Armstrong, a village of 500 people, had three Christmas trees, and the Armstrong Herald challenges any town of the size to beat the record.

Hon. Andrew J. Herndon, the oldest attorney in Howard county, died at his home in Fayette January 8, aged 83 years.

Missouri's chief executive has both the nerve and the brains to run his office with perfect satisfaction to the people.

The burning of the negro in Kansas will likely result in the restoration of capital punishment in that state.

Dockery believes in being surrounded by his friends and is making short work of Stephen's appointment.

A Fayette school boy thinks there are too many switches on the road to knowledge.

Kansas can now extend the right hand of fellowship to the south.

Think of it, a negro burned at the stake in republican Kansas.

SNOW APPRECIATION.

Employees of State Department Remember Mr. Lesueur.

From the Jefferson City Press.

The clerical force of the recent secretary of state's office yesterday showed their appreciation of the outgoing secretary of state by presenting him with a diamond ring as a token of their regard.

Major Hobbs presented the ring in the following appropriate remarks:

"Captain Lesueur, my colleagues in the department of state, over which you have presided for the past twelve years, have entrusted me to a duty at once joyous and sad.

"The sadness grows out of the fact that this day shall witness the surrender of official life, which to each one of your assistants have deepened and strengthened through all these passing years.

"The joyousness arises from this fact that the group of co-workers now surrounding you are permitted to recall the experiences of those long years and busy days spent under your immediate direction, and think of them only as days of stainless and inspiring friendship.

"It is not a fitting occasion, honored chief, to enter upon a critical review of your prolonged service to the department of state.

"The record is made up. It can be submitted in confidence to the impartial judgment of your fellow-citizens. In fact, already that judgment has been pronounced by hundreds of competent lips—that the administration of this department during the past twelve years has been marked by high intelligence, undoubted capacity, tireless industry, spotless integrity and deep patriotic solicitude for the welfare and fate of our noble commonwealth.

"Such a verdict may well inspire the ambition of any man. This is the verdict that your fellow-citizens would today utter a brighter than laurel chaplet, putting it on your head as a crown of honor to be worn through all the coming years.

"To be associated with such a servant of the public and with such a praiseworthy administration is esteemed by your entire staff of assistants as a favor all too rarely conferred on mortals.

"My associates in this office have charged me to convey to you assurance, not only of their profound esteem, but even more of their profound affection. In laying down the cares of public office, we shall follow you in thought into private life. Our fervent prayer shall be that your cup of happiness may be filled to the brim and overflow.

"As a symbol of the deathless friendship entertained for you by your subordinates, this ring of finest gold is apt and impressive. In its heart there is a lustrous diamond. May the light gleaming from this jewel illuminate in your thought the memory of the golden days spent together here in the service of the state. And may this gleaming work of the craftsman be at once symbol and pledge of friendship enduring.

"My fervent duty ends, esteemed chief, in presenting you, on behalf of all my co-workers, with this golden token of our good will. Long may you live to wear it."

Mr. Lesueur replied in the following well chosen remarks:

"My friends, I am at a loss for words with which to express to you my thanks and appreciation for what you have just said and done. Our association has been a long and pleasant one. No man in any position ever had truer friends or more efficient assistants. I have in my time been a soldier, where loyalty meant life; I have been an editor, where loyalty was inseparable from success, but no walk of life have I or any other man had more loyal and true friends. Whatever of success I have achieved, whatever of commendation has come to me is largely due to you. Through my career of twelve years in this office, I have constantly entrusted to you my integrity and my honor, with out even once being disappointed in the result. A more efficient corps of gentlemen was never assembled in any office. I have great respect for the integrity and ability of my successors, and in every way that I can, it shall be my pleasure to contribute to his success. I may say that if I succeed in surrounding myself with assistants who are as faithful, as intelligent and as diligent as those who have aided me, the result will be assured.

It is difficult, my friends, for me to speak in fitting acknowledgment of your graceful act. My emotion is too strong. I appreciate the beautiful gift which you have made, but that was not necessary to assure me of your affection and esteem, and, above all, it is for that affection and esteem that I am grateful. My friends, from the bottom of my heart, I thank you."

When Air is Liquid.

Liquid air, the coldest of all things now known, is to be shown for the first time in Kansas City this week.

Liquid air is so far colder than anything else that any one knows of that there is no standard to measure it by except theoretically. Mercury is used in the ordinary thermometer, but liquid air freezes mercury so hard that one of the experiments given consists in driving nails into an inch plank with a hammer made of this substance.

Alcohol is able to stand a vastly colder temperature than mercury, yet this liquid air freezes alcohol solid, too.

Whisky and kindred substances are solidified by it, and cause it to be taken in a solid form. It would be possible to freeze them and sell them in bricks, thus saving the cost of bottles, corks and barrels. Ice is so warm beside liquid air that it melts the air, and evaporates it, and causes it to bubble and boil. With it, steel fuses and burns in an open tumbler made of ice, and the ice does not show any effects of the action. Fuel, which has been found impossible to burn, has been found to burn up in a bright flame. Liquid air is 565 degrees colder than liquid.

From the New York Journal.

Jefferson City, January 8.—The sentiment still existing among the old southern people in Missouri, which encouraged Frank James to ask for an office at the hands of the state legislature is little understood by people not of Missouri. James had encouragement to justify him in starting in the race. It took the influence of the heads of the party from governor down to beat him.

The people of our state know of Frank James simply as a bandit who robbed trains and banks and shot men. The old democrats of the rich "river counties," which have always dominated the democratic party and, through it, the state, take a different view of Frank James, and of the fifteen votes that were cast for him in spite of the most bitter opposition, a majority will contend that he was a patriot. Several of them served with him in the armed forces of the confederacy, regular or irregular.

Among the members of the house are men who served with Price, Shelby, "Bill" Anderson and Quantrell. Captain W. F. Roberts, of Boone county, served with James under "Bill" Anderson, who was as much a cause of terror to the unionists in Eastern Missouri as Quantrell was in Western Missouri. Captain Roberts was not regularly a member of Anderson's band of marauders, but was, during the latter part of the war, a member of the secret service. He earned a commission of colonel from General Kirby Smith, yet was never known as colonel, for it was not until years after the war was over that he dared show the commission.

"I knew Frank James," Captain Roberts said, "and came in contact with him a great deal. We were with Price together early in the war, and I want to say to you that Frank James was a high-toned gentleman. When he was ordered to do anything he knew it was done. He went as a private, but was soon advanced to lieutenant. Then he was with 'Bill' Anderson for a long time. I didn't see much of him after the Centra's fight. I hadn't seen him but two or three times since until I came over here this week. The last time I saw him before was at Moberly soon after he surrendered. He was introduced as Judge, but he just grabbed both my hands and said: 'Why, then, is Captain Roberts, and shook both my hands at once.'"

The old man's eyes glistened and he began to pace around the room. The voices James had given him pleased him more than the highest appointment in the gift of the governor could have done. A bystander asked for the story of the Centra's fight. It has been told many times, but the old legislator had a version of his own.

"Bill Anderson," he said, "with the James boys, the Youngers, Thrall and Tom Todd, a brother of Representative Todd, of Vernon county, went to Centra's and stopped a train, took off sixteen men in the uniforms of union soldiers and shot them to death. That was some of Bill Anderson's doing. Frank James didn't approve of such things, though he did participate. They burned the depot and rode away. At that time I was buying supplies and getting them to Price when I could and when they burned the depot they burned \$400 worth of boots that I had bought for the rebels. They didn't know it was Price's army they were robbing."

"They saved a few pairs of boots. Each man picked out a pair and filled the boots with whisky from a couple of barrels there were in the depot at the time and hung them over their saddles when they went away. It was one way of getting whisky that I guess no many people ever had to resort to. Of course the Centra's fight made more fighting. Johnson came after Bill Anderson with 300 union soldiers. Anderson had 200 men mounted and waited till about fifty of Johnson's men had dismounted and then charged. Not a man who had dismounted lived to get to his horse. They were all shot down. The mounted men, Johnson's command fled and a running fight was kept up all the way to Sturgis, more than twenty miles. Arch Clemens followed them within a quarter of a mile of the town. It was a terrible butchery, but Johnson came after them flying the black flag. That has been denied, but I know it was true."

Judge W. F. Roberts Talks About Frank James.

From the Kansas City Star.

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"I gathered up some of the badly wounded and had Conk Murray taken to my own house. I kept him in an attic until Frank James came and got him. You see I could mix around with everybody because I wasn't suspected. I was buying and selling cattle and hogs and sometimes supplies like those boots Bill Anderson's men burned up. If the officers wanted information they would send me to buy stock where it was to be light and I would take the stock to St. Louis and make my report to the head of the secret service there. Sometimes I had to pay too much for cattle because I had to get them and I only made \$14 during the whole season of 1864, but I got the information."

"James was driven to outlaws. Jesse was ready to surrender, and McClurg's men came after him and he had to stand off a whole force of them. They were killing our men after they surrendered. Cole Younger had gone back to the old Younger farm near Cassville and was plowing with an old run-down yoke of oxen when the soldiers drove him to outlaws by trying to murder him. No, sir; if it hadn't been for the persecution after the war, Frank James would have been one of the foremost citizens of Missouri. He was a man of fine intellect and high sense of honor, but they drove him to do things he ought not to have done. I don't know whether he robbed trains or not, but I know he was always an honorable gentleman and a good soldier."

Captain Roberts is 70 years old and he speaks for a class of men who are every day less numerous than the day before. He did not realize, and neither did Frank James, that a generation which is not in sympathy with the fel-

lowers of the great guerrilla chiefs, Anderson and Quantrell, had almost reached middle age. To his mind the refusal to recognize Frank James actually stamps the brand of cowardice on the democratic party of Missouri.

Are the Churches Failing?

A Cleveland clergyman, Congregationalist, Malcolm by name, is dissatisfied with the churches. They have made "large enrollments," he says, but they have achieved "small success in the regeneration of the human heart." In substantiation he adduces the fact that war still exists, "enthroning a commercialism more destructive to mankind and a more subtle and dangerous foe to morals and spirituality than were the reddest gladiators of the arenas of pagan Rome."

By "commercialism" Mr. Malcolm probably means the exercise of that insatiable instinct in human nature which stimulates man to get all he can of the necessities and luxuries of life for himself and those near and dear to him. Naturally that instinct can not find satisfaction unless man possesses the power to satisfy it, and that power implies the use of either physical force, or less civilized communities, or mental force and cunning. So long as that instinct remains in human nature there must be war—the war of lyddite shells and the war of cut-throat competition.

"If," says a writer in the Chicago Journal, "the regeneration of the human heart" Mr. Malcolm means the eradication of the instinct to get food and clothing and luxuries, he is unquestionably right in his assertion that the churches have achieved "small success." Though for almost 2,000 years mankind has been instructed in the gospel of unselfishness, it is a regrettable fact that mankind in general is nearly, if not quite as selfish as it was when it dwelt in the antediluvian caves and fought tooth and nail for its flesh. Now, then, man's chief motive is to protect himself against hostile nature and hostile man; and though he acknowledges the reasonableness and the justice of the golden rule, he lamentably fails to regulate his conduct by it.

"But all this does not justify anybody in saying that Christ's religion, as taught in his churches, is a failure. Of course, we can not know what mankind's condition would be today if the sermon on the mount had never been delivered. But it is a probable conjecture that if it had been for Calvary we should be no further advanced than the Augustines of Nero's disolute court. Imperfect as we are, nevertheless, we are greatly better than they were; and it is not too much to say that whatever of superiority over what we possess we owe to the teachings of Jesus Christ."—Kansas City World.

From Scott to Senator.

Scott, cavalryman, miner, farmer, stock raiser, politician—all these vocations in turn have been followed by Mr. George L. Shoup, United States senator from Idaho. Senator Shoup is a typical product of the strenuous life of the great west, and has had a most interesting career. He was born in a little Pennsylvania town in 1836, and went with his father to Illinois in 1856. In 1859 he went to Colorado, and there his active life began. He plunged into mining and business life and kept at it until interrupted by the civil war.

He enlisted in a company of scouts, and his energy attracted such attention that he was promptly commissioned a second lieutenant. The scouting led him on long journeys through the mountain country of Arizona, Colorado and New Mexico, in the course of which he had many hairbreadth escapes. He rose rapidly in the service until he was made colonel of a Colorado regiment.—The Saturday Evening Post.

Bryan Is Unmoved.

Hon. W. J. Bryan made use of this language Monday for a Kansas City newspaper reporter:

"I am still in favor of the free coinage of silver. I am still opposed to imperialism. I am going to fight the trusts as long as I have the strength to stand up. I am for the Kansas City platform now just as I was before the election—just as I was four years ago."

As to his paper, The Commoner, Mr. Bryan said subscriptions were coming in at a famous rate and he hoped to have the first number out to speak for itself in about a fortnight.

Big Order for Coal Given.

What is believed to be the largest contract for coal ever awarded to an American firm by the Canadian government has been given to a firm in Philadelphia.

The contract calls for the delivery by April, next, of 100,000 tons of the Pennsylvania bituminous product at St. John, New Brunswick; Halifax, Nova Scotia; St. John, New Found land; and St. Pierre, Miquelon Island.

Senate Bill No. 30—51st General Assembly.

Introduced by Senator Walker.

Read first time and 150 copies ordered printed, January 5, 1901.—C. R. Rober, secretary.

An act to regulate the travel or transportation of the white and colored passengers on railroads of this state.

Be it enacted by the general assembly of the state of Missouri, as follows:

Section 1.—Any railroad company or corporation, person or persons running or otherwise operating railroad cars or coaches by steam or otherwise on any railroad line or track within this state, and all railroad companies, person or persons, doing business in this state, whether upon lines owned in part or whole, or leased by them; and all railroad companies, person or persons operating railroad lines that may hereafter be built under existing charters, or charters that may hereafter be granted in this state; and all foreign corporations, companies, person or persons organized under charters granted, as they may hereafter be granted, by any other state, who may be now or may hereafter be engaged in running or operating any of the railroads in this state, either in part or whole, either in their own name or that of others, are hereby required to furnish separate coaches or cars for the travel or transportation of the white and colored passengers on their respective lines of railroad. Each compartment of a coach divided by a good and substantial wooden partition, with a door therein, shall be deemed a separate coach within the meaning of this act, and each separate coach or compartment shall bear in conspicuous place appropriate words in letters indicating the race for which it is set apart.

Sec. 2. The railroad companies, person or persons shall make no difference or discrimination in the quality, convenience or accommodations in the cars or coaches or partitions set apart for white and colored passengers.

Sec. 3. Any railroad company or companies that shall fail, refuse or neglect to comply with the provisions of sections 1 and 2 of this act shall be deemed guilty of a misdemeanor, and upon indictment and conviction thereof, shall be fined not less than five hundred nor more than one thousand five hundred dollars for each offense.

Sec. 4. All circuit courts in which railroads are operated in this state shall have complete jurisdiction over such offenses.

Sec. 5. The conductors or managers on all railroads shall have power, and are hereby required, to assign to each white or colored passenger his or her respective car or coach compartment, and should any passenger refuse to occupy the car, coach or compartment to which he or she may be assigned by the conductor or manager, said conductor or manager shall have the right to refuse to carry such passenger on his train, and may put such passenger off the train. And for such refusal and putting off of the train neither the manager, conductor, nor railroad company shall be liable for damages in any court.

Sec. 6. Any conductor or manager on any railroad who shall fail or refuse to carry out the provisions of section 5 of this act shall, upon conviction, be fined not less than fifty nor more than one hundred dollars for each offense.

Sec. 7. The provisions of this act shall not apply to employees of railroads or persons employed as nurses or officers in charge of prisoners; nor shall the same apply to the transportation of passengers in any caboose car attached to a freight train.—The Daily Sun.

Reminded Joe of Old Times.

General Wheeler, like Lawton, said an ex-sergeant of the regulars who has just returned from the Philippine islands, was brave to the point of recklessness in exposing himself to the enemy's fire. On one occasion, when the insurgents were attempting to recapture Angeles after the town had been taken by our troops, they attacked in such large force that it was necessary to call out all the troops and the freemen to defend the town. The railroad runs through Angeles, and our troops, who were being deployed through the fields, were obliged to cross the railroad embankment. As they crossed the embankment they ran in a stooping posture, and many ducked from the bullets. General Wheeler had ridden his horse out along the railroad, and had halted where the troops were crossing, and sat there watching the insurgents through his glasses. As the troops crossed, crouching and ducking, General Wheeler called to them: "There's no ducking, men. When they are past you are past you. Straighten up, straighten up! This is great!" It reminds me of '61 and '62.

Armour's Best Legacy.

From the New York Journal.

The life and work of the great pork packer are ended. During his life some things were criticized and ought to be criticized.

We think today only of that which can be praised.

Of all that he left behind him, vast stock yards, the great organization of industry, the ideas and hopes, nothing in our opinion is so impressive as a sentence of twenty-four words, expressing his views on the marriage question. We hope every young man will read them carefully and believe them:

"The young man who wants to marry happily should pick out a good mother and marry one of her daughters—any one will do."

This piece of advice from a hard headed, self-made man, if properly appreciated, will do more good to the country than all his money, had he left it to charity, could possibly have done.

The good qualities of human beings are inherited from their mothers. A woman who will make a good wife is the daughter of a good mother. A man who studies the mother of a woman whom he wishes to marry is far wiser than he who devotes all his attention to the young woman who has secured his affections.

You can judge a woman's mother when you are in love with the daughter. You can not possibly judge the daughter when your mind is hypnotized by inevitable but foolish sentimentality.

Young man, obey Mr. Armour. Study your future mother-in-law and be happy.

Japanese Railroad Men.

Pittsburg, Pa., Jan. 12.—Col. S. Matzato, director general of the imperial railroads of Japan, has arrived in Pittsburg, coming into the city on a special car over the Pennsylvania railroad. He was accompanied by Captain Y. Kino-Shita and F. Nozawa, who are also high officials in Japanese railroad circles. All left their private car at the Union station and went to the Hotel Duquesne, where they registered. Colonel Matzato is a graduate of the Troy, N. Y., polytechnic school and first came to the United States in 1872, when 21 years old.

The members of the party are on a tour of inspection of some of the leading railroads of the United States for the purpose of securing information to be used in the betterment of the service on the island Empire. Since arriving in this country Director General Matzato has made a tour of the New York Central and other Vanderbilt lines. He has also inspected the Baldwin Locomotive Works and Gramp's ship yards in Philadelphia. With his companions he will, while here, inspect a portion of the Westinghouse plants and will make a hurried trip through the works of the Pressed Steel Car company.

Colonel Matzato says that he has received most valuable assistance in railroad building in his native country from American civil engineers.

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